

Amendments to the specification:

On page 1, after the title, please insert the following:

CROSS-REFERENCE

The invention described and claimed hereinbelow is also described in PCT/DE 2003/03624, filed October 31, 2003 and DE 102 52 660.5, filed November 11, 2002. This German Patent Application, whose subject matter is incorporated here by reference, provides the basis for a claim of priority of invention under 35 U.S.C. 119 (a)-(d).

On page 1, line 4, please amend the heading as follows:

Background of the Invention Prior Art

On page 2, line 8, please amend the heading as follows:

Summary Advantages of the Invention

On page 2, please amend the paragraph contained in lines 10-17 as follows:

The fuel injection valve of the invention having the definitive characteristics of claim 1 has the advantage over the prior art that the inner valve needle does not, uncontrolled, open the injection openings assigned to it before the intended time for doing so. The opening force on the inner valve needle does not build up, after the opening of the outer valve needle, until after a certain time lag. For this purpose, the pressure face of the inner valve needle can be made to

communicate with the pressure chamber via a throttle connection, which leads to the aforementioned delay in building up the opening pressure.

On page 2, please delete the paragraph contained in lines 19-20.

On page 4, line 1, please amend the heading as follows:

Brief Description of the Drawings

On page 4, line 15, please amend the heading as follows:

Detailed Description of the Preferred Embodiments Exemplary

Embodiment

On page 12, please amend the abstract of the disclosure as follows:

Abstract of the Disclosure

A fuel injection valve for internal combustion engines[[.]] having includes a valve body (1) in which a bore (5) is embodied that is defined in one its end toward the combustion chamber by a valve seat (18), in which a first row of injection openings (20) and a second row of injection openings (22) are formed embodied. In the bore (5), an outer valve needle (8) is located longitudinally displaceably and cooperates with the valve seat (18) for controlling the first row of injection openings (20); between the outer valve needle (8) and the wall of the bore (5), a pressure chamber (14) is formed embodied that can be filled with fuel at high pressure. In the outer valve needle (8), an inner bore (11) is formed embodied, in which an inner valve needle (10) is longitudinally displaceably located and which cooperates with the valve seat (18) for controlling the second row of injection openings (22). Embedded on the inner valve needle (10) is a A pressure shoulder (30) is formed on the inner valve needle[[.]] by way of which upon subjection to pressure a A hydraulic opening force is exerted on the inner valve needle (10); by its opening stroke motion, the outer valve needle (8) opens

a throttle connection (32) from the pressure chamber (14) to the pressure shoulder (30) of the inner valve needle (10) (Fig. 2).